

Neighborhood Parking Solutions

How to manage parking to create better communities, affordable housing and greater access

Parking management in an urban neighborhood is a difficult balancing act between the needs of residents, employees, shoppers and commuters - not to mention those who don't own a car at all. Parking is an essential component of a successful, vibrant business district. However, each space is extremely expensive, consumes land that could be used for housing or businesses, detracts from the pedestrian environment and adds more traffic to already congested streets.



In some neighborhoods, existing residents are demanding more parking be built into new buildings than is needed for new residents. This practice unnecessarily drives up the cost of housing (an underground parking space commonly costs \$20,000 or more and can increase the cost of a unit by 20%) and reduces the opportunities to build more housing for people who want to live in popular neighborhoods.



To address parking needs and conflicts, and forge better approaches to access for all people attracted to the neighborhood, we need to manage parking efficiently, and ensure that everyone has good options for getting around.

It is important to determine the optimal amount of parking and to use more efficiently all parking facilities – on and off street. To start, neighborhoods need to comprehensively review parking demand, supply and pricing to assess how parking requirements can be adjusted and determine where innovative solutions are appropriate.

WASHINGTON REGIONAL NETWORK FOR LIVABLE COMMUNITIES

1777 Church Street, NW
Washington, D.C. 20036
Tel. 202-667-5445

E-mail: staff@washingtonregion.net
Website: www.washingtonregion.net
Fax. 202-667-4491

Strategies to Manage Parking

- Reduce minimum zoning requirements for parking in new development for senior, special needs and affordable housing, since residents in these buildings tend to own substantially fewer vehicles.
- In walkable, transit-rich neighborhoods, eliminate minimum zoning requirements for parking and adopt maximum limits for off-street parking.
- Separate the cost of housing from the cost of leasing a parking space.
- Manage residential on-street parking -- set permit prices to reflect demand and available curbspace, or limit the number of new residential parking permits.
- Use meters to optimize turn-over of spaces for priority users. Raise meter prices to reflect market demand.
Charge for curbspace during peak hours, e.g. night time entertainment districts would require meter charges during peak night time hours.
- Implement visitor parking charges to manage curbspace in high demand residential parking permit neighborhoods.
- Encourage/require “transportation demand management” plans (TDM) for all new development – both commercial and residential. Office buildings should include showers for bicyclists, & secure bicycle parking. Residential TDM plans should include bicycle parking, transit benefits for residents and reserved spaces for ZipCar & FlexCar.
- Require shared parking in mixed-use developments and in mixed use areas, since peak demand periods occur at different times.
- Employers should offer parking “cash out” (keep the space or pocket the cash), Commuter Choice transit benefits, and not subsidize parking.

